

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.

NOTICE TO SUBSCRIBERS.—On and after January 1, 1875, the daily and weekly editions of the New York Herald will be sent free of postage.

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VOLUME XL.....NO. 95

AMUSEMENTS TO-NIGHT.

COLOSSEUM.
Broadway and Third Avenue—PARIS BY NIGHT.
Two exhibitions daily at 8 P. M.

MRS. CONWAY'S BROOKLYN THEATRE.
English Opera—BOLESLAW GIRL, at 8 P. M.; closes at 10:45 P. M. Miss Kellogg.

WOODS' MUSIC.
Broadway, corner of Third Street—THE BLACK HAND, at 8 P. M.; closes at 10:45 P. M. Madame at 2 P. M.

THEATRE COMIQUE.
No. 314 Broadway—VARIETY, at 8 P. M.; closes at 10:45 P. M.

METROPOLITAN MUSEUM OF ART.
West Fourth Street—Open from 10 A. M. to 5 P. M.

BROOKLYN PARK THEATRE.
Fulton Avenue—VARIETY, at 8 P. M.; closes at 10:45 P. M.

DRYAN'S OPERA HOUSE.
West Twenty-third Street—NEGRE MINSTRELS, at 8 P. M.; closes at 10 P. M. Dan Bryant.

GERMAN THEATRE.
Fourth Street—GIGLOLO-GIGLOLA, at 8 P. M.; closes at 10:45 P. M. Miss Lina Nary.

OLYMPIA THEATRE.
No. 214 Broadway—VARIETY, at 8 P. M.; closes at 10:45 P. M.

ROMAN HIPPODROME.
Fourth Avenue and Twenty-seventh Street—VISIONS OF THE FUTURE, at 8 P. M.; closes at 10:45 P. M. Managerie open at 1 P. M. and 6:30 P. M.

BOWERY OPERA HOUSE.
No. 211 Bowery—VARIETY, at 8 P. M.; closes at 10:45 P. M.

FIFTH AVENUE THEATRE.
Twenty-eighth Street and Broadway—THE BIG BO. FANZA, at 8 P. M.; closes at 10:45 P. M. Mr. Fisher, Mr. Lewis, Miss Davenport, Mrs. Gilbert.

PARK THEATRE.
Broadway—DATTY CHUCKLE, at 8 P. M.; closes at 10:45 P. M. Mr. Mayo.

GRAND CENTRAL THEATRE.
No. 236 Broadway—VARIETY, at 8 P. M.; closes at 10:45 P. M.

STEINWAY HALL.
Fourth Street—HUNGARIAN ORCHESTRA, at 8 P. M.

BOWERY THEATRE.
Bowery—AROUND THE WORLD IN EIGHTY DAYS, at 8 P. M.

GRAND OPERA HOUSE.
Ninth Avenue and Twenty-third Street—AHMED, at 8 P. M.; closes at 10:45 P. M.

BOOTH'S THEATRE.
Corner of Twenty-third Street and Fifth Avenue. HENRY V., at 8 P. M.; closes at 11 P. M. Mr. Signoid.

LYCEUM THEATRE.
Broadway—LA JOLIE PARFUMEUSE, at 8 P. M.; closes at 11 P. M. Miss Adams.

SAN FRANCISCO MINSTRELS.
Broadway, corner of Twenty-third Street—NEGRE MINSTRELS, at 8 P. M.; closes at 11 P. M.

TIVOLI THEATRE.
Eighty-third Street, between Second and Third Avenues—VARIETY, at 8 P. M.; closes at 11 P. M.

TWENTY-SECOND REGIMENT ARMORY.
Fourth Street and Sixth Avenue—GRAND PROM ENADE CONCERT.

WALLACK'S THEATRE.
Broadway—ROMANCE OF A FOUR YOUNG MAN, at 8 P. M.; closes at 10:45 P. M. Mr. Montague.

TRIPLE SHEET.

NEW YORK, MONDAY, APRIL 5, 1875.

NOTICE TO THE PUBLIC.

Owing to the pressure of advertisements on the columns of our Sunday editions we are obliged to request advertisers to send in advertisements intended for the Sunday Herald during the week and early on Saturdays, thereby insuring a proper classification.

From our reports this morning the probabilities are that the weather to-day will be partly cloudy and cool.

We PRINT TO-DAY the opinion of Corporation Counsel De Witt, of Brooklyn, upon the effect of the new amendments to the State constitution upon the question of public aid to private charities.

THE PRUSSIAN GOVERNMENT has complained in a note to Belgium of the encouragement given by the Belgian clergy to recalcitrant German Catholics, and also of the alleged complicity of Belgians in the plot to assassinate Bismarck.

AN ECLIPSE OF THE SUN.—To-day there will be a total eclipse of the sun. It had happened on the first instead of the fifth of the month, the astronomers might have amused themselves with the excitement of the unscientific public, but it is too late for either moon bores or sun scares now. This total eclipse will be seen only on the other side of the globe, the Kingdom of Siam being favored with a front seat. It will be a grand spectacle, and will be observed by European expeditions and probably by some of the American astronomers.

TRAINS IN MADRID.—When shall we ever have good news from Spain? It is "the most unhappy country that ever yet was seen," and there are no signs that it is getting better. The submissions of Carlist officers and troops to the Alfonso government are no indications of returning peace, and are even to be regretted when we find the young King making such barbaric use of his power. The arrest of the Professor Perier for merely petitioning the King in behalf of educational rights would be unworthy of an Asiatic tyrant, and is another step toward the downfall of the present rule.

The Centennial and the Governors.

If this proposed centennial celebration of the independence of the Republic were to be merely an exhibition of the industries and products of the nation and of what our people can do as artificers and husbandmen there would still be an eminent fitness in making it a national affair. Many of the principal nations have had such exhibitions, beginning with that Hyde Park fair in London, over twenty years ago, which was opened under the auspices of the illustrious Wellington, and ending with the Exposition at Vienna, which was opened by, among others, the hero of Sedan. We have seen what England, France and Austria have been able to do in the way of an international fair; now we propose to show what the United States can do. One of the youngest, we are among the strongest and perhaps the most pretensions of nations. Our strength and youth have long been the wonder of statesmen and philosophers. Why is it that here in the wilderness discovered by the mariners of a modern Spanish monarch there has grown up a power far exceeding that of Ferdinand and Isabella? What are the sources of this strength, the causes of this growth? Upon what do these United States rest for supremacy and greatness? Are we really as powerful as we claim or as our critics fear? How have we gained a wealth surpassing that of Ormus and of Ind? How far is this to be attributed to the institutions of democracy? or does it happen from causes altogether irrespective of politics and government forms? These are the questions we propose to answer at the Centennial Exhibition in Philadelphia, when we ask the world to come and see what we have done in the first century of our independent existence.

Taken in the highest sense, there could be no more interesting display; for the growth of the United States is a problem more interesting even to ourselves than to our friends from abroad. Would this country be as prosperous as it is now had the colonial condition remained? Would we be as powerful as a member of the British Empire as we are in our independence? Would we be as great had North America remained under French and Spanish rule and not surrendered to the Saxon? How far have religion and government contributed to our success? These are questions as interesting to us as to others, and their answer may be said to involve the most important issues of the next century. The events that will make the Centennial attractive to our people are, after all, the events about which we should care the least. Who dwells on the glory of Bunker Hill and Saratoga and Yorktown? They are but the memory of a childhood dream. If the Centennial were alone the celebration of battles and strife we could wish it over as a noisy and unwholesome affair, cherishing memories of anger, war and struggles and hatred that should have long since perished. The fact that England fought seven years to preserve her colonies over the ocean, and continued the combat against the odds of sea and distance and difficult transportation and the alliance of a French king, who, if the truth must be told, cared more for the downfall of British than the exaltation of American power; the fact that George III., fool as he was, along with desperation to his plantations across the sea, has always made us respect the tough and stubborn sovereign and the gallant people he ruled. The Revolutionary War was no more a disgrace to the English after they embarked upon it than was our own war with the South. We gave the Southern States as many provocations as England gave her colonies; and when we began to fight we fought as resolutely as Burgoyne and Howe. We do not think that Cornwallis was as severe with us as Sheridan was in the Valley or Sherman in his march to the sea. The memories of that war have remained, even with us, the conquerors, for generations. Even now we teach our children to regard as cold historical truth the fervid rhetoric of the Revolutionary orators and journalists and to speak of George III. as another Pharaoh who would not let the chosen people go. So far as the Centennial would be a revival of these memories and a celebration of our triumph over England, it would be a trivial and not a wise exhibition. The war memories of the Revolution should sleep under the harvests of Yorktown and Brandywine, for the political thought of the next century is the closer union of the English-speaking nations. In the strife among the nations which seems inevitable, and which will embrace the most tremendous issues and consequences, the English-speaking nations must be found side by side. The political meaning of the Centennial, so far as politics will enter into it, will be the better understanding of America with foreign nations, and especially with England.

We are, therefore, pleased to see, from the communications addressed to us by so many of the Governors of our States, and from the opinions they express in their messages, that so much interest is taken in the Centennial. If any feelings of rivalry as to the celebration taking place in Philadelphia had existed they have passed away. Philadelphia, for every reason, should be the city of the celebration. Philadelphia is the home of the Declaration. It was the first capital of the Republic, and so far as New York is concerned Philadelphia is so near to it by railway, and so closely interwoven with our prosperity, that we feel as much interest in the Exhibition as though it were to be opened in our own Central Park. Even if any of the States or cities cherished another feeling it is now too late to display it. The failure of the Centennial would disgrace us all, except Philadelphia and Pennsylvania. Notwithstanding the apathy of the government, the adverse votes of Congress and the coldness of States like New York, in spite of obstacles of a cruel and disheartening nature, the people of Pennsylvania and Philadelphia have pressed the work on, practically unaided and alone. The citizens of Philadelphia have subscribed two millions of dollars toward the Exhibition. The State and city have added to this large appropriations. Practically, therefore, the Centennial has been made a success by Pennsylvania, and if untoward circumstances should defeat it now the honor of having done a noble, patriotic and national work would still rest with Pennsylvania.

Now the duty becomes a national one. What has New York done? What action has been taken by the Governor and the Legislature on behalf of the State, and what on behalf of the city? Many of our business men have subscribed liberally, but these sums do not aggregate more than one hundred thousand

dollars—a beggarly sum, indeed, compared with the two millions of Philadelphia. And of every dollar of material advantage gained by the Centennial in the way of travel, trade, freights and passage money, New York will have the better share. New York is, to nine-tenths of the States and to all the foreign countries, the doorway to the Centennial. Here all the travel must come, and here will be most of the trade. To all intents the Exhibition is as much a New York affair as if it were held in Newburg or Albany. Therefore, for our own interests, we should take hold and give the movement our active support. The State as a Commonwealth, the city as a metropolis, should be represented. We should make ample appropriations to enable our people to make a fine display. It would be a sad blunder indeed for our people to sit idly by while the golden hours are slipping from us, and when the time came for us to take part in the Centennial to find that we were too late. We have only a little time in which to make our preparations, for next spring has been arranged for the opening. This only gives us a year in which to work. A year is a short time in which to do such a multitude of things. A small city has to be built; a city composed of all nationalities and representing the world in miniature. Those who have any of the experience of Vienna and Paris and London will appreciate the value of time and promptitude in a work of this kind.

New York, therefore, a laggard among the States, and, not having done as much as Nevada, should begin at once, and our first work should be to appoint State and city commissions to represent us in Philadelphia, and to make adequate appropriations. New York does not certainly want to depend upon the kindness of Philadelphia for her opportunities for display. She means to pay her own way in the Centennial. There should, therefore, be appropriations ample enough to enable us to show our resources. If we did as much as Delaware we should appropriate a half million of dollars; but a million would be little enough, considering how much we have at stake. Our main desire is to see the Centennial a success worthy of the event and worthy of the nation. We desire to see New York take the most prominent part in the display—the part to which we think she is entitled by her supremacy in wealth, enterprise and population. We desire to see such a manifestation of our Commonwealth's greatness that all the world will see it, and that even our sister States, when they come within the palace halls, will concede it. We desire to behave handsomely and liberally with the Centennial, as New York never fails to behave when either her honor or her interests are involved. For this reason, therefore, we regret that in publishing the opinions and recommendations of the Governors of the various States we cannot say more of New York. But we trust that when our people, and more especially those in authority, see what is doing by the other States, they will hasten to place our noble old Commonwealth in the van.

Similia Similibus Curantur.

The Senatorial expedition to Mexico has been abandoned at New Orleans. The explanation of this painful disaster is given in our special telegrams from that city, and will cause general regret throughout the country. Senator Morton returns home; Senators Cameron and Anthony go to Pensacola, and will there take the first trains for Pennsylvania and Rhode Island. Colonel Scott, Governor Brown and General Poore alone persevered, and sailed yesterday for Vera Cruz. Yellow Jack flaunted his flag on the Mexican shores and the invaders indignantly retreated.

When Dr. Jenner discovered the value of vaccination and prevented smallpox by anticipating its presence in the human system by introducing a similar yet milder disease, he established a useful precedent. The Mexican government has clearly profited by this wonderful discovery, and has introduced into politics the principles Dr. Jenner proclaimed in medicine. Desperate diseases require desperate remedies, and as soon as the Mexican government heard of the approach of its visitors the yellow fever patients were turned out of the hospitals and concentrated as a picket guard along the threatened shores. The vomit became a proof of patriotism, and the yellow flag was nailed in feverish delirium to the mast. Mexico was inoculated with the yellow fever to prevent the more dangerous attack of American Senators. While we cannot approve altogether of this method of treatment, we must admit that it has been completely successful. The Mexicans have repelled the Senatorial expedition and may now cure themselves of the fever at their leisure.

A Sixteen Hands High Problem.

All of our Catholic world is in a flutter in reference to the new Cardinal. The fact that we are to have a prince among us, a real prince, blessed and exalted by the successor of St. Peter, and a Yankee prince also, is exciting the most ingenious theories and fancies. In a few days the Papal officers with the berretta will arrive, and then we shall have the most noted ceremony ever seen in a Catholic church. The robes have been made. The proper tint of scarlet has been happily found, and all the ladies are as anxious to see how His Eminence looks in his new gown as they would be to see a new style of bonnet. It was at one time feared, in the absence of the proper tint, that the services of Mr. Booth the tragedian would be invoked, as Mr. Booth is known to have real cardinal's robes for his part of Richelieu, but happily this necessity has been overcome, for with all of our respect for the character and genius of Mr. Booth, it would have been a painful thing to contemplate a real cardinal walking up the cathedral aisle in the robes of a tragedian. Now that this difficulty has been settled another has arisen in the way of horses. The carriage has been found, the arms of His Eminence have been painted on the doors and the robes await his pleasure. But it is said the horses cannot be obtained. We believe that there must be a pair of jet black horses sixteen hands high, which know how to draw a cardinal. A committee of Catholic gentlemen have been in search of a proper pair, but with no success. The unpleasant fact now awaits His Eminence that he must either stay at home or have his carriage pulled by relays of the faithful. A cardinal's coach drawn up Madison Avenue by a delegation of the loyal statesmen who now earn a hard living on the Fourth Avenue improvement

could be interesting if not precisely what His Eminence would fancy. But what is to be done? The horses cannot be found. Mr. Bonner refuses to open his stables, because he is a Presbyterian and will have no dealings with the Mother Church. Mr. Vanderbilt has some fine animals, but the Commodore is a faithful Methodist and no believer in the superstitions of Rome. Mr. Belmont unfortunately has no black horses in his stables and President Grant has resisted the entreaties of his faithful and pious henchman, Thomas Murphy, because he also is a Methodist.

The only man who can solve this problem is Bergh. If any man knows where to find a pair of black horses it is our beloved Bergh. Let the Catholic committee call upon His Excellency, the President of the Society for the Prevention of Cruelty to Animals. They will find him above any petty jealousy of the Church and filled with the knowledge of what is necessary to draw the Cardinal's coach.

The University Race—Where Ought It To Be Held This Year?

The final meeting of the Association of American Colleges, preparatory to their assembling in July, is to take place day after tomorrow at Springfield, Mass., where, doubtless, all questions connected with the great event itself—the University race—will be discussed and settled.

We took occasion, immediately after the race last summer, to impress upon those having these matters in charge, not merely the expediency, but, in the interests of fair play and good racing, the necessity of having the course allotted to each boat marked off by a row of flags on each side throughout the whole three miles, and we are glad to see that they have adopted the suggestion, and, under the superintendence of Mr. John Eastis, who, as winner of the students' seven-mile walking race, captain of the Wesleyan crews of 1873 and 1874, and at present captain of the Atlatla Club of this city, is too well known to need further introduction, have taken advantage of the winter's ice and indicated the thirteen courses by some three hundred buoys, on which flags are to be put. This plan places the buoys some seven hundred feet apart, and even in ordinary practice, but especially in the excitement of the struggle itself, we submit that they are not near enough together. They should be at most two hundred feet apart, while one hundred would be better yet. Then, with the flags on each row of the color of the college whose crew is to have them on their right or left, as the case may be, the matter of keeping each boat in its own water is reduced to as great a certainty as keeping it in a creek a hundred feet wide, and the position of the bow oarsman, instead of being, as now, a most onerous one, becomes at once almost a sinecure, while such an unfortunate event as last July threw away the whole year's work of two of the principal competitors and very greatly marred the whole affair would become next to impossible.

But a far more important question to be settled this week is where the race itself shall be. Twenty-two years have not decided it, and we were in hopes that last season would have ended this groping about and have fixed and determined on one course as the best, and hence the national one. As all will remember, the place selected then was Saratoga Lake. Previous contests there—notably the international races in September, 1871—had proved this course in many respects excellent. But for the competing colleges it is manifestly not central, and at the first trial proved so exposed to even the gentle breezes of an ordinary summer afternoon that the great race had to go over from Thursday to Friday, and then till Saturday morning, and was finally rowed in the presence of an assembly much thinned by these vexatious postponements.

But another objection to Saratoga developed itself then, more formidable than either—one which, regarded in its best light, did the place no sort of good, and which, as it was at the time very freely characterized, an outrageous swindle. This was the extortion practised in carrying passengers over the four miles between the town and the lake by every man who had an apology for a vehicle, from the regular hackmen with their customary diffidence to the gentle grangers from the whole country twenty miles around with the rig ordinarily devoted to the hauling of that which enriches the soil. A contract had been signed and generally published, by which, under a penalty, the price of a ride either way should be but fifty cents. When the crash came, and a crowd greater than Saratoga ever before knew was there and must be transported, the poor contract was found a delusion and a snare. Several dollars were needed to secure a seat in anything at all, the father of the captain of one of the principal crews, for instance, paying fifty-five dollars for a carriage for, we think, one day, and hundreds of people were forced to remain at the lake long after dark, from being simply unable to procure conveyance at any price.

And how is it proposed to remedy this matter in the coming July? Why, by having the penalty in the contract considerably enlarged! Well, if the good people of Saratoga think that this will restore public confidence it does little credit to their sagacity. This stipulation, like its predecessor, will not be worth the time it took to write it. What right, indeed, have the authorities there to say that any man may not drive over a public highway at his own free will, and with any such freight as he likes, be it living or dead, and impose exactly such a tariff as he can prevail on any one to pay? There must be some better guarantee than this of comfortable conveyance and at a reasonable rate, and that guarantee, and the only one at all adequate, was suggested last year by Captain Reese, of the winning Columbia crew, when, shortly after the race, in response to the question whether he would vote to go to Saratoga again, he said, "No, not unless they have a railroad!" Saratoga has yet three months and one week to work in. All intelligent men know that this is abundant time to build over a very easy grade three or four miles of railroad. They know, too, if, as was generally conceded, the regatta drew nearly or quite twenty thousand people to Saratoga last year, that if her people, out of the two or three hundred thousand dollars these visitors must have left there, did not net at any rate a hundred thousand dollars, they had at least better

not mention it. Less than half that sum would build a suitable railroad. The gauge need not be wide, thirty-pound iron ought to suffice, and the farmers along the road could well afford to give the right of way, so narrow would be the strip of land required. For three days in the year—that of the Freshman race, that of the University the day following and that of the annual meeting of the National Amateur Rowing Association a month later—from the twenty or twenty-five thousand people who would gladly pay a dollar apiece for the round trip, it does not require a profound knowledge of arithmetic to determine what the receipts would be, or of railroading to get at what dividends such a road ought to pay, while the daily short trains throughout the season and the brilliant assemblies which gather annually at the trotting course, which would be very near the line of such a road, would serve to make it even yet more profitable.

If Saratoga, seeing this her opportunity, hesitates, from inability or otherwise, to improve it, let a half dozen of our citizens take hold of the matter with their usual energy and determination, and the work would be accomplished at once.

The Connecticut Election.

The weather counts for something and the state of the roads for a great deal in elections outside of paved cities. This was strikingly exemplified in New Hampshire last month. The second Tuesday of March happened to be a bright day, and, as the severe winter had not begun to soften, the sleighing was excellent on every highway and every byway throughout the State. In consequence of the exhilarating bright weather and the capital sleighing there was a larger aggregate vote than was ever before polled in the Granite State; and it happened there, as it commonly happens in our elections, that a very full vote is favorable to the republicans. Whatever the weather may be in Connecticut to-day the roads are certain to be bad. The frost is just coming out of the ground, and the deep mud of the highways obstructs travel in all the rural towns. This should be an advantage to the democrats, who last year had considerable majorities in all the cities of the State except Norwich, which gave a small republican majority. We insert last year's vote for Governor in the principal cities:—

	Dem.	Rep.
Hartford.....	4,087	2,886
New Haven.....	4,111	2,549
Bridgewater.....	1,938	1,718
Norwich.....	1,089	1,259
New London.....	690	684
Bridgeport.....	471	528
Total.....	12,442	10,815

If, with this democratic preponderance in the cities, that party should fail to carry the State in the present state of the roads in the rural towns, the result would be a greater check than was experienced last month in New Hampshire. If Governor Ingersoll should be re-elected by a diminished majority from last year, the loss of strength and prestige would also have a depressing effect upon democratic hopes. The democrats entered this contest with some great advantages. With the exception of Mr. William H. Barnum for Congress, they have a better set of candidates than the republicans, for although Mr. Landers is not as well known to the country as General Hawley he is quite as popular in the Hartford district, where they are both running. For the Governorship and the other two Congressional districts the democratic candidates are personally much superior to their republican competitors. Moreover, Mr. Greene, the republican candidate for Governor, is a thick-and-thin supporter of Grant, and was nominated on a platform which strongly indorsed the President, just after his Louisiana message. When we add to these advantages the state of the roads, which, owing to the lateness of the spring, present the deepest mud this year just at the time of the election, it must be evident, if the democrats suffer losses in Connecticut, that the "tidal wave" has spent its force. The returns of this election will serve as a gauge to mark the degree of its ebb. As an index of public sentiment the news to-morrow morning will be scanned with interest in all parts of the country reached by telegraph wires.

Brightening Business Prospects.

We print this morning a second instalment of the letters and interviews from correspondents and reporters in the principal cities of the United States, describing the condition of business and the hopes and opinions of business men in various commercial centres. Among the various things of this sort which we publish to-day we single out the Boston letter, and direct attention to it as specially noteworthy. The trade of Boston may be reviewed under two aspects. In the first place Boston is the commercial capital of the New England States, and indicates the prosperity or depression of one of the most populous, active, and enterprising sections of our common country. As an interesting part of the great whole it deserves the same kind attention and study which we bestow on Richmond or Wilmington or other cities which are merely emporiums of trade for limited areas of a few hundred miles in extent. In the second place the Massachusetts and other New England industries hold wider relations with the whole business of the country than those of any other locality, with the single exception of New York. Massachusetts is therefore a better barometer or business gauge than almost any other State in the Union. The cotton and woolen goods, the boots and shoes, the ready-made clothing, which she has facilities for manufacturing in immense quantities, are prodigiously out of proportion to the wants of the New England market. Her capital has been invested in extensive mills and machinery with reference to the consumption of certain classes of goods by the whole country. Her cottons and woollens, her calicoes and cassimeres, her boots and shoes, her ready-made coats, trousers and undergarments, must be manufactured on a scale large enough to supply the wants of a great part of the country besides New England in order to keep the machinery all running and the operatives employed on full time. Activity in the Massachusetts mills is, accordingly, a sure symptom of a present or prospective demand for manufactured goods throughout the United States. The industries of Massachusetts are thus about the best gauge we have of the general prosperity of the country.

In this view, rather than as an indication of rising prosperity in New England, we feel great

satisfaction in the encouraging facts set forth by our Boston correspondent. After a long period of depression, during which many of the mills and manufactories were running on half time and some of them entirely stopped, they are nearly all once more in full activity. This is not merely a good local symptom but a most hopeful general symptom. It betokens a reviving ability to purchase goods in all parts of the country, because full time in the mills will turn out six or eight times the amount of goods that can find a market in the New England States. Certain it is, therefore, that the shrewd, vigilant business men of Massachusetts see their way clear to a full recovery of the markets which have been lost during the eighteen months of stagnation which followed the great panic of 1873. To people who take a comprehensive view of the business interdependence of all parts of the country, this part of our Boston letter will seem more full of hope and promise than any other symptom which has yet come to the public knowledge. But while the country has reason to anticipate a fair revival of prosperity, it must not indulge in extravagant expectations, or embark in wild adventures. The recuperation, though sure, is likely to be gradual, and its healthy progress depends on a continuance of the habits of thrift and economy which are the most valuable lesson enforced by the panic.

Sin and Religion.

There is a plausible theory often advanced by sceptical minds which we do not remember to have been answered in a thoroughly effective way. It is that the building of splendid churches, the employment of grand organs, orchestras and choirs, the system of expensive pew rents and all the methods adopted to make religion popular and fashionable are really the enemies of the true and simple religion taught in the Bible. It is claimed that the disposal of pews by auction annually tends to excite jealousy and ambition among church members and encourages the distinctions between the rich and poor. The lady who owns a five hundred dollar pew is likely to feel an unchristian pride in the possession, and her neighbor, who has a ten dollar pew, is probably tortured with an envious disposition. Wealthy church members are said to be proud of their choirs, their organs and all the pomp and magnificence of worship, while the poorer congregations are often humiliated by the comparisons they are obliged to make.

This may be admitted, and yet the objection can only be made by superficial minds, and is easily disposed of. What is the object of the Church? Plainly to convert sinners of all kinds. The primal duty of the pulpit is to eradicate or subdue such evil passions as pride, envy, jealousy, covetousness, vainglory and delight in the transitory pleasures of this deceitful world. This can certainly best be done by bringing these vices directly under the control of the pulpit. A system which promotes envy in the Church enables the clergymen to preach against it with powerful effect. Sin is in this way developed only that it may be the more effectually destroyed, and a person who is converted from the false pride of membership in a fashionable church is certain to be forever afterward humble in everything else. For these reasons we cannot agree with those who attack fashionable religion, but consider it to be, under wise management, the most successful means of inducing worldly individuals to attend church. That object once secured, their vices of pride, jealousy, envy, &c., can be attended to in detail, and finally extirpated altogether.

This plan has been successfully tried in Plymouth church, membership of which is in the opinion of the members equivalent to a title of nobility. Our sermons, from churches both fashionable and unfashionable, will be found to illustrate in some degree this profound philosophy.

AN EXTRAORDINARY CASE OF DEATH BY POISONING.

is given in our columns to-day. The subject was Professor F. W. Walker, of Brooklyn, who took hemlock for a disease of the nerves, and when he found himself sinking from an overdose of the drug, dictated to his wife, in the interest of science, a dying statement of the effects. Poisoning by hemlock was frequently used by the Athenians as a State method of execution, and by the description Professor Walker gave of his sufferings we know the last agony of Socrates.

THE MINING TROUBLES.—The proclamation of Governor Hartman to the disorderly Pennsylvania miners has had, we think, a good effect. The disturbances have not yet been suppressed, but the rioters will hardly dare to come into conflict with the military, to whom the preservation of the peace will be intrusted.

PERSONAL INTELLIGENCE.

Senator Francis Kernan and family have apartments at the Windsor Hotel.

Congressman H. H. Hathorn, of Saratoga, is staying at the Fifth Avenue Hotel.

His Excellency, the President, has returned to the magnificent palace in Washington.

Henry Holt & Co. are selling their "Family Record Album" as a subscription book.

Colonel Dickinson Woodruff, United States Army, is quartered at the Everett House.

Lieutenant Governor H. G. Knight, of Massachusetts, is sojourning at the Fifth Avenue Hotel.

"The Great South" will be republished in England under the title of "The Southern States of North America."

In regard to the persons opposed to vivisection are endeavoring to secure the passage of a law to regulate this mode of interviewing nature.

There has been published at Göttingen a collection of the letters of English refugees in Switzerland, containing unpublished letters of Ludlow and others of the English regicides.

The Augsburg Gazette says that the rumor "which spread through Paris, March 4, of an imperial coup d'état was not altogether without foundation, and arose from the discovery of a 'military conspiracy' at Nancy.

Diplomatic gossip in Europe says that Francis Joseph will mention to Victor Emmanuel at their coming interview the subject of the Eneidean, and hint that Prussia's views in the case are worthy of consideration.

What great libraries are to do for space in the great future is a conundrum only matched by the question what the writers of books are to do in it.

Every good title will inevitably come to be used over many times.

The Pope "condemns" the Swiss authorities for not suppressing a religious demonstration he dislikes; yet people say that Bismarck and Gladstone are wrong in arguing that the Pope pretends to supervise secular affairs.

Sheldon & Co. will publish during this month a story called "Love Adrift: A Story of the American Navy," by Lieutenant Commander J. B. Sheppard.

This firm will also publish a novel by Justin McCarthy called "Paul Massey."